

# IDAHO STATE POLICE



## Alternative Funding SUPPLEMENTAL Interim Committee

AUGUST ELEVENTH TWO THOUSAND NINE

## Current Employees Count by State

It is difficult to gain an accurate comparison of state law enforcement personnel because of constant fluctuations in employee counts and variation in enforcement duties. To resolve these issues a representative from the ISP Human Resources Office called eleven state police agencies to determine 1) the total amount of commissioned employees which would include Troopers, Detectives, Commercial Vehicle Safety Specialists, Sergeants, Lieutenants, Captains and Majors, Colonel and other specialty areas and 2) the total amount of state Troopers with similar duties to ISP Troopers.

Findings from this analysis found that states with similar populations to Idaho have 1.5 to 4 times the amount of troopers on staff. In addition to this, Idaho has the lowest ratio of citizens per Trooper in both the contiguous states and states of like size.

Contiguous States	Total Commissioned Employees (State Police)	Current Vacancies Among Trooper Class	Current Trooper Count	Population Estimate 2008 (U.S. Census)	Number of Citizens Per Trooper (Current Staffing Levels)
WYOMING	207	9	169	532,668	3,152
MONTANA	217	16	204	967,440	4,742
NEVADA	780	74	424	2,600,167	6,132
UTAH	520	NA	440	2,736,424	6,219
WASHINGTON	1,098	122	738	6,549,224	8,874
OREGON	736	39	391	3,790,060	9,693
<b>IDAHO</b>	<b>262</b>	<b>13</b>	<b>135</b>	<b>1,523,816</b>	<b>11,288</b>

States of Similar Size	Total Commissioned Employees (State Police)	Current Vacancies Among Trooper Class	Current Trooper Count	Population Estimate 2008 (U.S. Census)	Number of Citizens Per Trooper (Current Staffing Levels)
NEW MEXICO	809	NA	550*	1,984,356	3,608
WEST VIRGINIA	653	NA	449	1,814,468	4,041
NEW HAMPSHIRE	360	28	262	1,315,809	5,022
NEBRASKA	475	38	279	1,783,432	6,392
MAINE	333	NA	201	1,316,456	6,550
<b>IDAHO</b>	<b>262</b>	<b>13</b>	<b>135</b>	<b>1,523,816</b>	<b>11,288</b>

\*The New Mexico Human Resource Representative was unable to give an accurate count of troopers, these figures therefore reflect an estimate based on average trooper to commissioned ratio found in other states [68% in this sample].

# Miles of Public Roadway

Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2007, Washington, DC: 2008, table HM-10

State	State Highway Agency	County	Town, Town-ship, Municipal	Other Jurisdiction <sup>1</sup>	Federal Agency <sup>2</sup>	Total	Number of Troopers	Highway Miles Per Trooper
Alabama	10,936	60,732	24,053	169	1,433	97,323		
Alaska	5,651	3,525	1,822	1,825	1,614	14,437		
Arizona	6,785	18,186	21,795	428	13,399	60,593		
Arkansas	16,439	66,120	14,333	1	2,666	99,559		
California	15,269	65,092	73,570	3,067	14,156	171,154		
Colorado	9,092	56,255	15,456	660	6,703	88,166		
Connecticut	3,717	0	17,201	305	73	21,296		
Delaware	5,309	0	769	36	128	6,242		
D.C.	1,390	0	0	23	91	1,504		
Florida	12,062	69,976	37,446	0	2,043	121,527		
Georgia	17,914	84,324	14,558	126	1,856	118,778		
Hawaii	939	3,224	0	60	118	4,341		
Idaho	4,959	15,499	2,728	17,293	7,937	48,416	135	36.7
Illinois	16,058	16,351	105,793	707	250	139,159		
Indiana <sup>3</sup>	11,188	66,150	18,134	0	0	95,472		
Iowa	8,887	89,615	15,019	551	123	114,195		
Kansas	10,369	112,390	16,334	238	939	140,270		
Kentucky	27,547	39,386	10,423	302	931	78,589		
Louisiana	16,681	32,486	11,193	17	627	61,004		
Maine	8,519	0	13,945	157	171	22,792	201	42.4
Maryland	5,150	21,089	4,660	259	141	31,299		
Massachusetts	2,833	4	32,292	773	106	36,008		
Michigan	9,673	89,210	21,070	38	1,604	121,595		
Minnesota <sup>4</sup>	11,881	44,887	77,022	1,024	2,879	137,693		
Mississippi	10,957	53,055	9,751	89	772	74,624		
Missouri	33,685	72,770	21,344	0	1,324	129,123		
Montana	10,785	44,295	3,887	286	13,949	73,202	204	52.9
Nebraska	9,955	60,821	22,199	263	161	93,399	279	35.7
Nevada	5,383	21,901	4,551	542	1,494	33,871	424	12.7
New Hampshire	3,990	0	11,658	44	146	15,838	262	15.2
New Jersey	2,327	6,442	28,454	1,006	522	38,751		
New Mexico	11,983	39,466	4,878	215	11,797	68,339	550	21.8
New York	14,969	20,324	76,944	1,327	177	113,741		
North Carolina	79,288	0	21,023	748	3,352	104,411		
North Dakota	7,384	10,067	67,825	23	1,543	86,842		
Ohio	19,266	29,030	73,075	3,242	549	125,162		
Oklahoma	12,284	80,137	19,242	1,212	47	112,922		
Oregon	7,536	33,205	10,610	627	7,779	59,757	391	19.3
Pennsylvania	39,871	290	76,816	3,750	855	121,582		
Rhode Island	1,105	0	5,368	3	35	6,511		
South Carolina	41,437	20,262	2,188	191	2,171	66,249		
South Dakota	7,843	36,672	36,468	645	2,116	83,744		
Tennessee	13,886	57,028	18,499	346	1,297	91,056		
Texas	79,975	145,514	79,375	159	831	305,854		
Utah	5,831	23,776	10,231	0	4,385	44,223	440	13.3
Vermont	2,633	0	11,369	210	188	14,400		
Virginia	57,727	1,670	11,366	39	1,857	72,659		
Washington	7,044	39,857	16,995	10,793	8,743	83,432	738	9.5
West Virginia	34,217	0	3,347	87	621	38,272	449	76.2
Wisconsin	11,769	20,703	81,326	69	839	114,706		
Wyoming	6,753	14,581	2,207	1,104	3,407	28,052	169	40.0
<b>U.S., total</b>	<b>779,131</b>	<b>1,786,367</b>	<b>1,280,612</b>	<b>55,079</b>	<b>130,945</b>	<b>4,032,134</b>		

<sup>1</sup> Includes state park, state toll, other state agency, other local agency, and roadways not identified by ownership. <sup>2</sup> Roadways in federal parks, forests, and reservations that are not part of the state and local highway systems. <sup>3</sup> Excludes 788 miles of Federal agency owned roads. <sup>4</sup> Excludes 437 miles of local government owned roads.

NOTES: The difference in total miles between tables 1-1 and 1-2 results from the Federal Highway Administration's (FHWA) expansion of sample data to derive estimates of road length by different variables. FHWA considers the length totals in table 1-1 to be the control totals should a single value be required.

## Sources of Dedicated Funds—Contiguous States

### **Oregon Department of State Police: Oregon State Police**

The Oregon State Police is primarily funded through the general fund. Dedicated funds are received through the Community Protection Fund. Revenue for this account is generated through federal grants, fines and state court fees.

### **Utah Department of Public Safety: Highway Patrol Division**

The majority of funding for the Utah Highway Patrol comes from federal and general funds, the dedicated funds that are received are supported by gas tax and charges for service.

### **Nevada Department of Public Safety: Highway Patrol Division**

The Nevada Highway Patrol is primarily funded through Highway Funds. The State Highway Fund is a special revenue fund is primarily vehicle fuel taxes, and registration fees.

### **Washington State Patrol**

The Washington State Patrol is funded in part by the Motor Vehicle Fund. Motor Vehicle Fund revenues are generated from vehicle fuel taxes, vehicle licenses, and federal transportation agencies.

### **Montana Highway Patrol**

The Montana Highway Patrol receives the majority of its funding from the State Special Revenue Fund. A \$5.00 fee is collected from each vehicle registration (61-3-321, MCA) and deposited into a state special revenue account. This year it accounted for 26% of the Highway Patrol personal services funding. One percent of the Highway Patrol's funding comes from the general fund to cover the Governor's Executive Protection Program. The remaining 73% of personal services costs is funded by the gas tax.

### **Wyoming Highway Patrol**

The Wyoming Highway Patrol receives a portion of its funding from dedicated sources. These non-major governmental funds generate revenue through mineral royalties, lease payments, interest income, fees on licenses and permits, and charges for sales and service.

## \$300 Impound Fee for DUI Arrests

The state of Utah recently passed legislation to collect impound fees from DUI (Driving Under the Influence) arrests. Under Utah law, if a peace officer arrests or cites the operator of an on- or off-road vehicle for DUI or of a boat for a BUI (Boating Under the Influence) the officer is required to seize and impound the vehicle or boat. The state of Idaho has not established standard legislation for dealing with vehicles after DUI arrests.

In 2008 ISP officers were responsible for 2,051 (17%) of the 12,146 total statewide DUI arrests. If the state of Idaho implemented similar legislation with a comparable impound vehicle processing fee of \$300, funding of \$3,643,800 could be generated annually. Part of this revenue would be reallocated to the towing companies for reimbursement of services rendered, however, if the average tow cost \$100 the state would still generate up to \$2,429,200 in revenue annually. This modification would require amendment to Idaho Codes.

For more information on Utah's impound fees please follow this link:  
<http://dmv.utah.gov/impoundddui.html>

	Number of DUI Arrests 2008	Estimated Revenue After Towing Reimbursement
Statewide DUI Arrests	12,146	\$2,429,200
<b>Estimated Total Revenue Generated: \$2,429,200</b>		

## \$1 Telephone Surcharge

In 2008 the state of Idaho had 1,602,500 in-service telephone lines.

In 1987 the Idaho Legislature created the Idaho Telephone Service Assistance Program (ITSAP), this program is administered by the Idaho Department of Health and Welfare in conjunction with federal programs. This program adds a \$0.06 monthly surcharge to all eligible telephone lines and provides telephone service discounts to low-income individuals.

An additional monthly surcharge of \$1.00 applied to all eligible\* end user business, residential and wireless access services would create an annual revenue for ISP of \$19,230,000. While the wireless industry is largely unregulated, the mechanism to implement this surcharge is already in place. This modification would require amendment to Idaho Codes.

\*This excludes low-income recipients of the Idaho Telephone Service Assistance Program (ITSAP).

	<b>Number of Telephone Lines 2008</b>	<b>Estimated ISP Revenue</b>
Local Access Lines	618,000	\$618,000/monthly
Wireless Access Lines	984,500	\$984,500/monthly
<b>Total Telephone Lines: 1,602,500</b>		
<b>Estimated Annual Revenue Generated: \$19,230,000</b>		

Source: <http://www.puc.idaho.gov/internet/cases/tele/GNR/GNRT0902/staff/20090403DECISION%20MEMO.PDF>

## \$1 Vehicle Insurance Surcharge

The state of Idaho issued 1,614,392 vehicle registrations in 2008. A \$1 monthly fee added to the car insurance of each of these vehicles would generate more than \$19,372,704 annually\*. This is estimated to cost the average family an additional \$12 to \$24 a year.


\*Not all registered vehicles are in compliance with the law and insured. Alternatively, the number of vehicles registered in one year is not representative of the total number of registered vehicles in the state of Idaho as vehicles may register using a multi year registration. The actual revenue generated is therefore expected to be higher than the estimate listed.

	Number of Registrations 2008	Estimated ISP Revenue
<b>Total Registrations:</b>	<b>1,614,392</b>	<b>1,614,392/Monthly</b>
<b>Estimated Annual Revenue Generated: \$19,372,704</b>		


In 2008 the Oregon State Police made a proposal to the legislature with reference to the same funding source. While this proposal did not pass, an internet poll of 315 citizens showed that the people of Oregon were largely in favor of the plan.

**Do you support the governor's plan to fund 139 more state troopers?**


Yes, and I support the \$1-2/month surcharge for state troopers.

 50% (156 votes)


Yes, but I think we should find another dedicated funding source.

 10% (31 votes)

Yes, but we should fund them through the general fund as a regular budget item.

 22% (69 votes)

No, I don't believe we need more state troopers.

 19% (59 votes)

[http://www.blueoregon.com/2007/01/would\\_you\\_pay\\_1.html](http://www.blueoregon.com/2007/01/would_you_pay_1.html)

## Alcohol Beverage Fee Summary

An additional possible source of income for ISP comes from fees and taxes on alcohol products and distribution. While this may not be a feasible scenario for replacement of the Highway Distribution Account funding, the additional revenue obtained would allow for the addition of more enforcement personnel to alcohol related crimes and regulation.

The largest category of alcohol beverages sold and consumed is that of beer and wine. The total FY2002 sales of alcohol beverages in Idaho are estimated at \$441 million. Of that amount, beer accounts for \$251 million of sales; wine, \$116 million; and spirits, \$74 million.

Idaho's criminal justice system consistently reports that illegal and irresponsible use of alcohol creates the greatest number of law enforcement responses and contributes overwhelmingly to Idaho's juvenile offender and adult prison populations.

Several potential funding options are listed below, one of these options is to increase the Liquor Dispensary profits dedicated to ISP by .5%. This modest increase yields approximately \$400,000 and ensures an equitable spread over all alcohol beverages. Combining all license fee increases with a .5% liquor dispensary surcharge would generate **\$2,637,899** and distributes the increases among all alcohol beverages.

	Number of Establishments	Type of License	Current Fee	Proposed Fee	Estimated ISP Revenue
Grocery Store/Super Center	80	Beer	\$50	\$500	\$36,000
Grocery Store/Super Center	80	Wine	\$100	\$500	\$32,000
Convenience/Drug Store	721	Beer	\$50	\$250	\$144,200
Convenience/Drug Store	721	Wine	\$100	\$250	\$108,150
Keg Beer (number sold)	351	Beer	\$50	\$80	\$10,530
On Premise Consumption	2,224	Beer	\$0	\$200	\$444,800
On Premise Consumption	825	Wine	\$0	\$150	\$123,750
Beer Wholesaler	49	Beer	\$300	\$750	\$22,050
Wine Distributor	45	Wine	\$300	\$750	\$20,250
.5% Liquor Disp. Profits					\$400,000
Beer & Wine Surcharge/or Tax		Beer		\$0.04/gallon	\$1,200,009
Beer & Wine Surcharge/or Tax		Wine		\$0.04/gallon	\$94,160
<b>Estimated Total Revenue Generated: \$2,637,899</b>					



## Increase Beer and Wine License Fees

The beer and wine license fee increase uses the current fee structure set in Idaho Code and creates a sliding scale of increase designed to impact retailers and distributors according to their volume of sales of all alcohol beverages. The authority for ABC to charge a fee for alcohol beverage licenses already exists in statute.

Increase to License Fees for Establishments	Number of Establishments	Type of License	Current Fee	Proposed Fee	Estimated ISP Revenue
Grocery Store/Super Center	80	Beer	\$50	\$500	\$36,000
Grocery Store/Super Center	80	Wine	\$100	\$500	\$32,000
Convenience/Drug Store	721	Beer	\$50	\$250	\$144,200
Convenience/Drug Store	721	Wine	\$100	\$250	\$108,150
Keg Beer (number sold)	351	Beer	\$50	\$80	\$10,530
Neighborhood/Rural Businesses		Beer	\$50	\$50	No increase
Neighborhood/Rural Businesses		Wine	\$100	\$100	No increase
<b>Total Establishments: 801</b>					
<b>Estimated Total Revenue Generated: \$330,850</b>					

## On-Premise Consumption License

Many states have an “on-premise consumption” license for establishments serving alcohol for consumption on-site. ISP proposes establishing a fee for on-premise consumption of beer and wine, impacting a total of 3,049 establishments.

In the interest of equity, this proposal assigns a cost to restaurants, bars, taverns and other licensed “by the drink” businesses where individuals consume alcohol. This proposal addresses a portion of responsibility for alcohol-related crashes and driving under the influence arrests. As with the licenses to sell beer and wine by the keg, bottle or can, the authority to charge a license fee to retailers of alcohol beverages by the drink is already stated in Idaho Code.

License Fee for On Premise Consumption	Number of Establishments	Type of License	Current Fee	Proposed Fee	Estimated ISP Revenue
On Premise Consumption	2,224	Beer	\$0	\$200	\$444,800
On Premise Consumption	825	Wine	\$0	\$150	\$123,750
<b>Total Establishments: 3,049</b>					
<b>Estimated Total Revenue Generated: \$568,550</b>					

## Wholesaler and Distributor License

This proposal adds a license fee increase to distributors and wholesalers, thus completing an approach in which all parties to distributing beer and wine to the public contribute to the societal costs associated with illegal and irresponsible alcohol consumption. The mechanism for the license fee currently exists in statute.

<b>Increase to License Fees for Wholesalers and Distributors</b>	<b>Number of Establishments</b>	<b>Type of License</b>	<b>Current Fee</b>	<b>Proposed Fee</b>	<b>Estimated ISP Revenue</b>
Beer Wholesaler	49	Beer	\$300	\$750	\$22,050
Wine Distributor	45	Wine	\$300	\$750	\$20,050
<b>Total Establishments: 94</b>					
<b>Estimated Total Revenue Generated: \$42,100</b>					

## Beer & Wine Surcharge/Tax

This option explores an additional surcharge or tax assessed on gallons of beer and wine sold through distributors/wholesalers. A surcharge of \$0.15 for beer and \$0.45 for wine already exists, however; the Idaho State Police does not receive any portion of this funding. An additional surcharge of 4 cents per gallon for either beverage would generate \$1,294,169 in revenue.

A surcharge based on volume of sales is relatively easy to administer, as distributors/wholesalers report their sales annually to the Idaho Tax Commission. An increase of four cents is modest and should not create hardship for any distributor/wholesaler. Additionally, this option spreads the increase in cost over the most widely purchased alcohol beverages and those that create the greatest number and frequency of enforcement responses and societal costs. As referenced in the introduction to this paper, beer and wine are demonstrated to be the alcohol beverages of choice among underage drinkers and are more easily obtained by them from retailers than is liquor.

<b>Surcharge \$0.04 Per Gallon</b>	<b>Gallons Sold</b>	<b>Current Fee</b>	<b>Proposed Fee</b>	<b>Estimated ISP Revenue</b>
Beer	30,000,239	\$0.15	\$0.19	\$1,200,009
Wine	2,354,011	\$0.45	\$0.49	\$94,160
<b>Estimated Total Revenue Generated: \$1,294,169</b>				